Applegate Valley Historical Society
15050 Hwy 238
CPO Box 3122
Applegate, Oregon 97530

May 2006 Newsletter

There is a correction to the last newsletter. Thanks Norman. The picture that was sent to the museum was of Kasper Kubli. I had said it was Chester Kubli.

When you see the folks from either LeHi Pump Service or Quinn's tell them thanks for taking a look at the well. Both businesses donated their time to check out the problems that we had. Another Thank you to Bottroff Construction for working on the rock that the Myrtle Krouse Rose plaque goes on. There is still some work left to do. We hope to have it before summer. It's nice to have the support from local businesses.

The museum has been open over a month now. There have been a few visitors on the nice days.

With the rain we've had, the grass and flowers are growing. Along with the weeds, which keeps MayEllen busy.

Our next meeting will be May 20th at 10:00 AM at the museum. Remember to bring your chair.

See you on the 20th at the meeting.

I'm looking for some stories for future newsletters. They don't have to be long. You can send them to the post office box or e-mail the to me.

Until next time;

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Bridge on Thompson Creek

Barbara Niedermeyer & Beryl Elmore

Back in the early 1900's the road following Thompson Creek was known as Steamboat Road. Later it became known as Thompson Creek Road. So named for the early settler at the confluence of the Applegate River.

It was a dirt road used by horse and wagon for many years. I'm sure there were many crossing places along the creek. Thompson Creek Road was first paved in the early 1940's.

The one we want to focus on is located about three miles up.

The crossing was down stream, to the north, about 1000 yards from the current bridge. Which came close to the front yard of the Elmore home.

Then in the early 1920's a covered bridge was built out of wood. C.H. Elmore would spend his spare time out with the builders of the bridge.

Now there were cars that also used the bridge, along with a few logging trucks. Over the years the structure began to wear. It could only be patched so many times. With time everything begins to wither.

It was replaced with a cement bridge that was built in the early 1950's. This one could handle heavier traffic, as there was more logging being done up the creek, more folks moving in and more cars. There again, with time, the structure begins to give way.

The current bridge, made of cement, was built in 2005. I know that there was some controversy about replacing the bridge. But if a person had taken a look under the old bridge at the structure itself, they would have understood why the replacement was needed. There were cracks; the dirt embuttment was shifting plus it was a little narrow. It soon would have been impassable with any heavy vehicle, like a school bus or fire truck. As a kid growing up, I spent many hours around that bridge playing. Things don't last forever.

So for the safety of everyone, bridges get replaced.

With the building of each new bridge, they kept moving up the creek, south, within a span of 300 yards.

Attached are pictures of the three bridges.